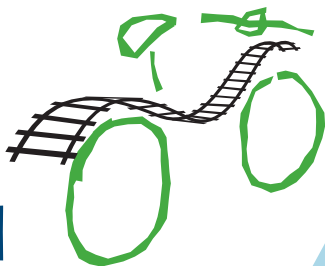


ATOC

ASSOCIATION of TRAIN OPERATING COMPANIES



National Cycle-Rail Awards 2007

www.cyclerrailawards.com

Presented by

Tom Harris

Parliamentary Under Secretary of State for Transport,
Department for Transport,
on Thursday 25th October 2007
at the Novotel London Euston



ATOC

ASSOCIATION of TRAIN OPERATING COMPANIES

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Entries to the National Cycle-Rail Awards from across the UK

This year there has again been a large number of entries to the National Cycle-Rail Awards.

People and organisations the length and breadth of Britain have nominated schemes and initiatives which make the cycle-rail experience a better one.

This is good news and reflects a discernable, growing trend towards greater integration of two convenient and environmentally friendly forms of transport.

The entries received from rail, cycling and local government organisations and individuals reflect an imaginative and wide-ranging set of initiatives which demonstrate that significant progress has been achieved over the past 12 months.

Much has been attained in integrating bike and train, but we recognise the need to maintain momentum and do yet more.

All involved with the awards wish to continue to recognise and reward improvement – and to incentivise even more improvements that make rail easier for cyclists to access and use.

I congratulate all the finalists and winners and look forward to another successful event in 2008.



George Muir

*Director General
Association of Train Operating
Companies*

ATOC National Cycle-Rail Awards – the background

The Association of Train Operating Companies' (ATOC) National Cycle-Rail Awards recognise the progress made by the rail industry and associated organisations towards encouraging the integrated use of bikes and train travel. Similar awards have been held since 1997 when the Cycle Mark award was launched.

Between 2001 and 2004 the Strategic Rail Authority took on the awards, with ATOC's support, and ran them under the name Connections. Since 2005, ATOC has been the lead sponsor and this is the third year of their sponsorship.

Entries and nominations have risen since ATOC's involvement, reflecting the industry's changing approach to cycles and trains.

In recognition of this, the awards were broadened in 2006 to acknowledge the best train operators, local government initiatives, cycle parking and facilities, information provision, the most innovative schemes and the best people.

Sustrans has provided valuable expert support and judgement, and now Cycling England and CTC each sponsor an award category. This continuity and support is helping to develop the National Cycle-Rail Awards as the showcase for the very best in the integrated use of bikes and trains.

In addition to recognising progress, ATOC, through the National Cycle-Rail Awards, is determined to play a wider role in continuing this integration.

A store of potentially useful information about projects and initiatives exists and will be given as wide an audience as possible in future. To make this information accessible ATOC and its National Cycle-Rail Awards partners plan to develop a database of case studies through the www.cyclerrail.co.uk website.

ATOC has a clear aim to encourage the greater integration of cycling and rail. It is the improved communication and the spread of best practice through these awards that will encourage this trend.

ATOC National Cycle-Rail Awards 2007 Winners

Cycling England Best Local Government Contribution



Winner

Fife Council

The New Cycleway – Markinch Station to Glenrothes project makes integrated cycling and train travel easier for residents of Glenrothes by providing a link from the rail network into the existing cycle route network in the town.

A railway branch line had existed between the towns of Leslie and Markinch. Most of the disused line had already been developed into a shared-use path. The new cycleway section has created a high quality facility providing an opportunity for passengers to access the station using an alternative to the car. Cycle lockers at the station provide security as well as protection from the elements.

The judges said the New Cycleway is a high standard scheme that enables a whole community to access a station, brings rail to a local community and opens rail to a new market.

Highly Commended

Surrey County Council

The Surrey Cycle-Rail Partnership between the County Council and Surrey's train operators has delivered a major expansion in secure and safe cycle parking at stations, resulting in a massive increase in cycles parked on a daily basis.

This year's flagship project was the delivery of a large new cycle facility at Dorking station.

New shelters offer a substantial increase in cycle parking space (from 24 spaces to 60); in August 2007 the facility was doubled in size to 120 spaces.

The judges said this was a wide-ranging and sustainable programme to improve cycle facilities across the country, working with local train operators.



Most Innovative Approach to Cycle-Rail Integration

Winner

National Rail Enquiries

Mindful of the increasing number of cyclists using the railway National Rail Enquiries introduced a simple link on its website to each train operator's cycle policy. To date more than 100,000 people have used the link to view cycle policies and information about other onboard cycle facilities.

National Rail Enquiries works with ATOC's marketing team to provide the most up to date information available with the aim of fostering a better relationship between cyclists and train operators, thus encouraging more people to use their bike rather than the car.

In the opinion of the judges this was an innovative and important scheme to ensure all users of the NRE website have access to up to date information about cycle facilities. It makes the rail network readily accessible for cyclists, greatly improving journey planning.



Highly Commended OYBike

OYBike Systems has developed an operational network of automated self-service bicycle rental stations operated through mobile phones; the system is wire free and requires no mains electricity connections.

Pricing set at a maximum £8 in any 24 hours encourages short journeys, up to 5 kilometres, to be undertaken on a one-way basis, with freedom to make a return journey as a separate individual journey from any OYBike location.

Highly Commended Go Pedal

Go Pedal's aims to help people explore London by bike delivering bikes where and when they are needed and collecting them afterwards. GoPedal developed an integrated rail/cycle route following the Thames from Putney to Richmond. Customers travel by rail or underground to Putney, collect their bikes then set off for Richmond. The riverside route provides the cyclists with a number of options to end at a station and return to London by train.

The judges said these were two small but important examples of how cycling can be made accessible to people who may not otherwise cycle or even have their own bikes.

Customer Service Excellence

Winner

'one' Railway

For almost a decade 'one', the train operator for the east of England, has supported the London to Southend bike ride. For the 2007 event 'one' supported both Southend based cyclists wanting to get to the start at Stratford, east London, and cyclists based in London and beyond who needed to return at the end of the event. For the first group 'one' ran a 12-coach special train from Southend to Stratford for the exclusive use of participants and their cycles. For those returning to London all scheduled services during the Sunday ran with eight coaches instead of the normal four.

The judges said 'one' Railway had shown that big events such as charity bike rides can be an opportunity for rail to show excellence in customer care and innovation.



Highly Commended

First Capital Connect

First Capital Connect's aim has been to develop a clear, customer-focused cycle strategy. It has invested £100k in rail-cycle integration enhancements at 33 stations, improved security of cycle storage areas and customer perception of security. First Capital Connect also promotes the carriage of fully folding bicycles.

In the view of the judges First Capital Connect has, in a short space of time, spent significant amounts of money on more cycle parking and worked with local authorities to anticipate needs.

People Award

Winner

PC Jerry Isterling

- British Transport Police

Jerry is a British Transport Police Crime Reduction Officer based in south London. Jerry, working with three TOCs, Network Rail and national cycle retailer Evans Cycles, organised a series of cycle surgeries over a two-month period targeted at cycle theft hotspots at train stations across the South and South East. Jerry's cycle surgeries were designed to educate bike owners on how they can avoid falling victim to cycle thieves.

The judges said Jerry had gone the extra mile in a highly innovative way to improve station security, which has improved detection rates by 600 per cent.

Highly Commended

Martin Bright and Simon Geller

Martin Bright, a retired teacher, and Simon Geller, an IT consultant, for their voluntary work in conducting and collating of an extensive survey of cycling facilities linked to Northern Rail's operations and stations.

The judges said both had worked hard to provide a solid bedrock of information that underpins Northern Rail's cycle strategy.

CTC Station of the Year

Winner

Chiltern Railways

- Haddenham & Thame Parkway Station

Chiltern Railways understands the need to develop sustainable cycling initiatives and that working with groups connected to the local community, such as the 'Haddenham Safe Walking and Cycling Group', is the best way to deliver them.

Chiltern is providing an opportunity for the community to have a strong say in how their station can be developed to meet their transport needs.

Haddenham and Thame Parkway effectively highlights this.

This entry shows what a small station can do by working with local groups and catering for local needs to deliver an excellent example of the benefits of collaboration.

Train Operator of the Year

Winner

Northern Rail

Northern Rail is strongly committed to promoting cycling as a sustainable and healthy means of transport to complement rail services.

The company maintains a free carriage of cycles policy with no need to reserve.

When trains undergo refurbishment the opportunity is sought to provide additional 'flexible' space for cycles and other luggage. Working with local authorities and the cycling community Northern Rail seeks to make stations more cycle-friendly with secure storage facilities and identify safe cycle routes to and from stations. It is providing facilities for leisure cyclists on its network.

Northern Rail has taken a major step forward in cycle rail integration, helping to make the cycle rail experience a positive one, by providing a strategy that should be a blueprint for other train operators.

Highly Commended

South West Trains

- Guildford Station

South West Trains has been working hard to make Guildford station more accessible for cycles. Between 2005 and 2006 the train operator doubled the amount of cycle storage at the station.

This was done through South West Trains' partnership with Surrey County Council, which gave the train company a grant of £25,000 to help make the scheme possible. Guildford Station can now offer cycle users a total of six double-decker racks as well as a shelter.

The judges said the entry clearly demonstrated how South West Trains has responded to the growth in cycling and the community's needs over the years by increasing the number of cycle spaces provided.

Highly Commended

Chiltern Railways

Chiltern Railways aims to increase the number of commuters cycling by:

- increasing the number of cycle racks at our stations
- ensuring a high quality of cycling facilities
- sponsoring and working alongside local cycle awareness groups.

Working with Local Authorities Chiltern Railways provides cycle parking at 87 per cent of its stations and is working closely with local authorities to provide more cycle parking. It has resulted in a significant increase in the number of commuters cycling to stations.

The judges said that Chiltern had demonstrated a commitment to encourage cycle use at both small and large stations by working with local authorities and cycle user groups. This had led to an increase in the number of commuters using station cycle facilities.

A sustainable mode

Cycling plays an important and increasing role in transport thinking. It is growing fast again in many parts of Britain following years of relative decline. In 2004, more than 870 million trips were made by bike and the average distance travelled was 4.4km (DfT 2005). Usage, especially in London, is up – by 50% in five years – to 450,000 trips per day and, nationally, the usage of the National Cycle Network (NCN) rose by 15% in 2005 to 232 million journeys.

Across the country, more than 75% of people live within just two miles of an NCN route (Source: Sustrans). The NCN comprises more than 10,000 miles of cycle routes. Many of these provide links to stations and many are built on former railway lines.

The Department for Transport (DfT) has also recently announced a substantial increase in spend on cycling – and many transport agencies and local authorities are investing to make the cycling environment more convenient, safer and pleasurable.

Using a bicycle and combining with rail brings lots of benefits too:

Better environment, lower emissions: cycling and rail produce a much lower environmental impact than other forms of transport, and if people make fewer road journeys that means less congestion – which is good news for everyone.

Better health: regular exercise by bicycle can lead to substantial reductions in the risk of coronary heart disease while stress levels can be lower too for cyclists.

Faster journeys, saving time: it is amazing how fast and efficient the bicycle can be. You arrive on time and often before those in a car or bus. A survey by the Department for Transport (DfT) in 2000 showed that a five mile radial journey door to door between central and outer London took 40 minutes by car; 46 minutes by tube; 62 minutes by bus and 90 minutes on foot. By bicycle, it took just 35 minutes!

Improved cycling facilities, less congestion: if more people leave their cars at home for short journeys and take the bike or train instead, traffic congestion can be reduced. Coupled with many improvements to road layouts, cycle and priority lanes for cyclists, it is perhaps no surprise that cycling is on the rise again.

Greater reliability: travelling by bike often brings a predictable journey time for commuters and leisure users alike, and when combined with current train punctuality now at around 90%, you're far more likely to arrive at your destination relaxed and unstressed – and ready either for a good start to the day at the office, or perhaps touring the countryside.

Social inclusion: as a low cost form of travel, cycling is widely accessible. Buying and maintaining a bicycle is relatively inexpensive.

Rail and bicycles

The train can also be an ideal way of getting your bicycle around the country. Cycles can be carried on all train operators' services outside London's peak rush hours. Bicycles can generally be carried without reservation – and go **free** on all train operators' services. However, rules do vary per train operator. Full information on this is provided in a useful leaflet produced by National Rail which can be found at www.nationalrail.co.uk. Folding bicycles can be taken on any train at any time completely free of charge.

An increasing number of railway stations have good quality parking facilities for bicycles and/or bike rental outlets on or near to the station.

Key facts about bike and rail

- **More than 60% of the population** live within a 15 minute ride of a railway station – around one third of households do not own a car.
- **More than 50% of households** possess at least one bicycle.
- **Nearly 4 in 5 stations** have some form of cycle parking (Source: DfT/CTC Survey 2003) – 85% of the busiest stations and 71% of medium sized stations have cycle parking facilities.
- **The carriage of bicycles is FREE** on all train operators – folding bicycles are carried on any train at any time free of charge.
- **ATOC publishes a useful National Rail guide** called “Cycling by Train” which provides a summary of each train company’s policy regarding the carriage of cycles. The leaflet is available at railway stations or online at: www.nationalrail.co.uk
- **First ScotRail and ‘one’ Railway** offer their passengers Cycle Rescue services. Working with the Environmental Transport Association, this provides a breakdown service for cyclists travelling by train, and will get them back to their nearest station, a cycle repair shop or home.
- **Cycle hire facilities** are now available at a growing number of stations; examples include Bath, Brockenhurst, Lancaster, Cromer, North Walsham and Southminster.
- **Most cycle storage facilities** at train stations are protected by CCTV cameras.

The National Rail Online Journey Planner provides customers with details of the cycling policies relevant to their journey, as well as details regarding cycling storage available at each station.

